

# OLD UP! STOP!!

And go to REDDING BROS. and look at their elegant line of

# DRY GOODS! CLOTHING! GENTS' FURNISHING GOODS.

## TRUNKS, VALISES, NOTIONS, ETC.

Which has just been received and is now complete in every department. They are positively at the front as to immenseness of Stock, and in the Lead on Low Prices. More Goods in our Line for Less Money than any other House in America.

# REDDING BROS.

KEYTESVILLE,  
MISSOURI.

### GENERAL DIRECTORY.

**Railroad Time Table.**  
Trains leave Keytesville as follows:  
GOING EAST.  
No. 2, Mail and Express, 11:45 a. m.  
No. 22, Local Freight, 6:25 p. m.  
GOING WEST.  
No. 2, Mail and Express, 4:45 p. m.  
No. 2, Local Freight, 4:00 p. m.  
No. 21, Local Freight, 10:30 a. m.

**Courts.**  
Circuit Court—Regular terms are held the first Monday in April and third Monday in October.  
Probate Court—Regular terms are held the second Monday of February, May, August and November.  
County Court—Regular terms are held the first Monday in February, May, August and November.

**State Officers.**  
Governor—John S. Phelps, of St. Louis.  
Lieutenant Governor—Harry P. Marchessault, of St. Louis.  
Attorney General—Benton D. Boone, of Henry.  
Secretary of State—W. E. McDonald, of St. Louis.  
State Auditor—J. M. Walker, of Howard.  
State Treasurer—J. H. Campbell, of Cole.  
State Public Schools—W. S. Coleman, of Ballwin.  
Register of Land—J. H. Campbell, of Cooper.  
Commissioner of the General Land Office—J. H. Campbell, of Cooper.  
State Senator (this 6th District)—J. H. Campbell, of Cooper.  
Judge (this 11th Judicial Circuit)—G. B. Simpson.

**County Officers.**  
Representative—L. S. Bell.  
Judge County Court—J. H. Campbell.  
County Clerk—J. H. Campbell.  
County Sheriff—J. H. Campbell.  
County Treasurer—J. H. Campbell.  
County Surveyor—J. H. Campbell.  
County School Commissioner—J. H. Campbell.

**Religious.**  
Presbyterian Church—Preaching first and third Sabbath. Rev. S. M. Watson, pastor. Sabbath school every Sabbath morning at 9 o'clock.  
Methodist Episcopal Church—Rev. J. P. Shaw, pastor. Services the first Sabbath of each month, morning and evening. Sabbath school every Sabbath morning at 9 o'clock.  
First Baptist Church—Rev. H. Barton, pastor. Services the first and third Sabbath of each month, morning and evening. Sabbath school every Sabbath morning at 9 o'clock.  
First Methodist Church—Rev. P. A. Crockett, pastor. Services the second and fourth Sabbath of each month, morning and evening. Sabbath school every Sabbath morning at 9 o'clock.  
First Baptist Church (colored)—Sabbath school every Sabbath at 2 p. m.

**Beneficent and Literary.**  
Keytesville Library—R. B. Kellogg, librarian. Open from 8 to 12 a. m. and from 4 to 6 p. m.  
W. A. Jones, No. 74, A. F. and A. M.—John Chivers, Master; M. N. Anderson, Secretary. Regular meetings Saturday evening, preceding full moon.  
Charity League, No. 111, A. O. U. W.—Seth Stoughton, M. W.; M. L. Zwick, Secretary. Meetings the first and third Saturdays of each month at 7 o'clock.  
Charity League, No. 111, A. O. U. W.—Seth Stoughton, M. W.; M. L. Zwick, Secretary. Meetings the first and third Saturdays of each month at 7 o'clock.  
Sabbath School, A. O. U. W.—Meets 9 a. m. and 4 p. m. every Sabbath.  
S. H. Tisdale, R.

**L. D. ISBELL.**  
Attorney at Law  
Keytesville, Mo.  
Will practice in all Courts of Chariton County. Office at Court House, with I. J. Moore, Sheriff.

**Dr. L. P. BURRUS.**  
DENTAL SURGEON,  
KEYTESVILLE, MO.  
Guarantees entire Satisfaction in all Dental performed by him. Office: Front Room over Postoffice.

**A. W. JOHNSON.**  
Attorney at Law and Notary Public.  
Will practice in all the State Courts.

**J. F. SMITH.**  
Attorney at Law,  
KEYTESVILLE, MO.  
Will practice in the Circuit and State Courts of Missouri.

**A. MACKAY & RUCKER.**  
Attorneys at Law & Notaries Public.  
KEYTESVILLE, MO.  
Will practice in the Courts of Chariton and adjoining counties.  
Special attention given to collections.

**L. W. SNEED.**  
Tonsorial Artist,  
Keytesville, Mo.

### MARTIN & APPLGATE,

## Pure Drugs, Medicines,

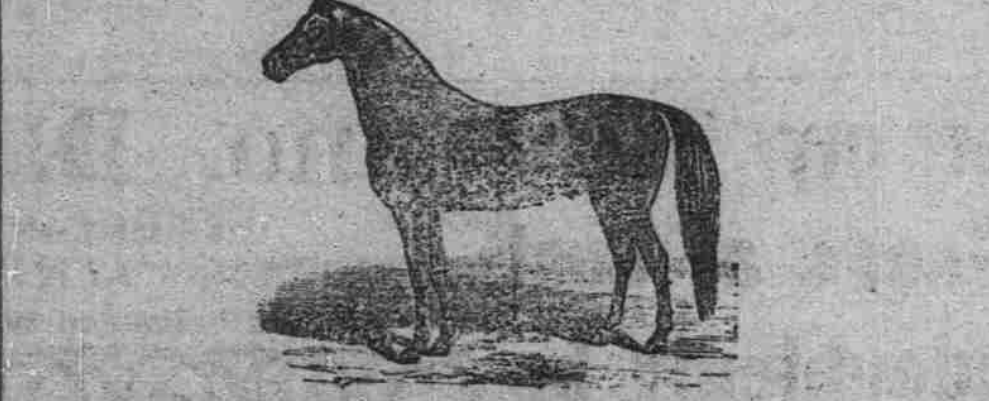
### SCHOOL BOOKS, FANCY AND TOILET ARTICLES,

### Stationery, Etc.,

### KEYTESVILLE, : : : MISSOURI.

### Choice Goods at the Lowest Prices.

Physicians' prescriptions carefully compounded at all hours, day or night.



### CAPE HENRY.

This Celebrated Grandson of Lexington will make the present season at the farm of James Guthridge, 7 miles north of Keytesville.  
TERMS.—\$25 for the season, money due when service is rendered. Mare not proving with foal may be bred back next season free.  
Good pasturage furnished free.  
Pedigree.—Cape Henry is by Cape Race (he by Lexington) out of Carrie P. by Norburn.  
Care will be taken to prevent accidents, but will not be responsible should any occur.  
For further particulars address,  
Jas. Guthridge,  
Guthridge Mills, Mo.

### THE GREAT RACE HORSE,

## BILL BASS!

Will make the present season at the D. C. Garth farm one mile east of Monticello, and three miles northwest of Glasgow, in Howard County, Mo.  
TERMS.—Season, \$25 in advance.  
Pedigree.—Bill Bass is by Plantagenet, he by Planet, out of Rose Bonheur, by imported Glencoe. Bill Bass dam Adelaide, by Lexington out of Ardelie, by Grey Eagle.  
[Registered in Third Volume Bruce's American Stud Book]  
Good pasturage furnished on reasonable terms. Care will be taken to prevent accidents, but I will not be responsible should any occur.  
E. W. PRICE.

## WYMONDHAM!

Is an English bred draft stallion, imported by James D. Beckett of Chicago Ill., in July 1883.  
Pedigree.—Wymondham is a dark roan, weight 1,705 pounds 164 hands high; foaled in May 1881; sired by King Charles, No. 1207 (English Stud Book) Grandeur Emperor. Dam, Blue Bell of King George No. 11, the most fashionable draft blood and greatest prize winning family in all England, both sire and dam being noted for getting prize winners.  
TERMS.—Season services \$10; to insure \$15. This horse will make the season at the Chicago Stock Farm, located at Smith Centre, Yellow Creek Township, Chariton County Mo.  
E. SMITH, Proprietor.

## ROSCOE.

E. H. Taylor is going to stand his French Horse, Roscoe, at Westville, Mo., the coming season, besides making a stand at home. This is a horse that every farmer within his reach ought to see before he breeds his mares this season. He is a large French horse and combines the qualities of the heavy draft horse with the good road qualities of the roadster. The horses of Roscoe's breed are quick in their movements, excellent walkers and on the road are the equals of horses of much lighter weight. Farmers, as a rule, live too far from town for such horses as the English draft and Norman to be serviceable—they are slow in movement and not designed to be driven out of a walk. Mr. Taylor has a fine Kentucky Jack which he will stand with his horse

## DICK DID EYE.

This fine Norman Horse will make the season of 1885 at my farm, about 21 miles north of Keytesville, at \$10 for the season, payable at the end of the season.

### ESTABLISHED 1872.

## THE OLD RELIABLE BANK OF KEYTESVILLE.

Deposites secured by \$80,000 worth of unincumbered real estate in Chariton County.

Wm. E. HILL, Cashier.

### GEO. C. MARTIN,

### PROPRIETOR

## CITY MEAT MARKET,

Keytesville, Mo.

Choice Cuts of Fresh Meat always on hand at the Lowest Prices for Cash.

Highest Market Price Paid for Fat Stock, Hides, Pelts, etc.

### PATRONAGE SOLICITED

### Jas. F. Johnson,

### Notary Public, Real Estate & Insurance A'gt.

Keytesville, Missouri.

A large list of unimproved lands and improved farms for sale. As good sections can be made from my list as Chariton county affords. No charge for registering land for sale.

Does a general insurance business—has as good companies as any one—including insurance against Fire, Lightning, Windstorms, Tornadoes, Cyclones, etc., etc. Will insure livestock against death from any cause, and can give liberal rates in the best Life Insurance companies. Office at the Wheeler House. Can be found there when not canvassing. All kinds of Collections promptly attended to.

### ANDERSON & WALTER,

### Long's Mill, Missouri.

## Dry Goods, Clothing, Hats, Caps, Boots, Shoes

## GROCERIES, HARNES, GLASS AND QUEENSWARE, ETC.

Our Stock is Large and Fresh and will be Sold at Lowest Living Prices.

Call and See Our Goods.

All Kinds of Stock Taken in Exchange for Goods.

## Tongaline

FOR THE CURE OF NEURALGIA, RHEUMATISM AND NERVOUS HEADACHE

TONGALINE is a product of the Tonga or Friendly Islands, where it has long been used as a valuable remedy by the natives. It is a compound of Tonga with other ingredients whose curative properties have been thoroughly tested. It is taken internally, and produces no unpleasant effects. It contains no Opium or Morphine. PRICE ONE DOLLAR PER BOTTLE. FOR SALE BY ALL DRUGGISTS. A. A. MELLIER, Sole Proprietor, 709 and 711 WASHINGTON AVENUE, ST. LOUIS.

## Groceries at Dalton.

In addition to a general line of

## -D-R-U-G-S-

## FAMILY GROCERIES

Which we sell at bottom prices, as the following shows:

6 Packages Owl Brand Coffee, - - - \$1 00

14 Pounds Prospect Sugar, - - - 1 00

12 Pounds Granulated Sugar, - - - 1 00

6 to 8 1/2 lbs Green Coffee, - - - 1 00

## POWDER and SHOT

Lower than the Lowest, and all other Articles in our line in proportion.

## GIVE US A CALL.

SATISFACTION GUARANTEED

W. G. AGEE & CO.,

Dalton, Mo.

### THE TEHUANTEPEC SHIP RAILWAY.

As Designed by Capt. J. B. Eads. A Model Now on Exhibition at The World's Fair.

One of the most interesting and by far the most important special exhibit at the World's cotton centennial and industrial exposition, is the working model of the Tehuantepec ship railway which illustrates the method proposed by Capt. James B. Eads, for an inter-oceanic crossing between the Gulf of Mexico and the Pacific ocean.

The wonderful success of the projector of this great enterprise in other important works, gives us a guarantee of its practicability. All will agree that if it is practicable to move a loaded vessel over land there should be no time lost in completing a work of such immense benefit to the commerce and industries of the world.

We wish it were possible for your readers to listen to the graphic explanation by the chief engineer of the work—E. L. Corthill, Esq., who by the aid of a large map of the world and by diagrams and the working model has carried conviction to the minds of all who have listened to the statements in reference to the urgent necessity and the practicability and the superior advantages of the method and route proposed.

The subject if discussed in all its bearings would occupy too much space in your columns, but its salient points should be given to your readers. It will facilitate a proper understanding of the subject, if they will have before them a globe or an ordinary map of the world, in order that they may fully understand and appreciate the relations that exist between one country and another and the commerce of the nations of the world that is carried on at present by long and expensive routes. Two hundred million people, comprising the more enlightened nations of the world, are virtually separated from 600,000,000 who inhabit the far Pacific countries, by the barrier that traverses the whole length of the continents of North and South America.

The present sailing routes around it are from 12,000 to 18,000 miles in length, requiring from two and one-half to five months to traverse them. The immense distance which separates our Pacific coast, for instance, from the wheat market of the world in the Liverpool markets. An inter-oceanic communication via the Isthmus of Tehuantepec in Mexico will shorten the sailing time between San Francisco two and one-half months, and a crossing at this point will virtually connect the east and west coast lines of the United States and Mexico, and it will commercially extend the Mississippi river into the Pacific ocean.

This was the idea that Mr. Eads, the projector of the ship railway, had in mind in deciding to locate the crossing at that point. During the last five years the plans for the construction of the railway, and for the mechanical appliances for handling and moving vessels overland, have developed to such an extent that it may be said, that these plans as shown in the working model now on exhibition at the World's Fair, demonstrates the entire practicability of the great enterprise.

This working model is made by lifting dock, such as can be seen in any sea port in the world, but it is necessary to distribute the weight of the loaded vessel so as to permit it to be placed upon a carriage, that is to transport it in such a way as to bring equal weight upon every unit of its length. This distribution is effected by a system of hydraulic presses built in the lifting dock and which place the supports under the vessel's hull, while it is in the water. Thus the vessel may be said to be water borne. After she is lifted entirely out of the water, she is borne in this manner entirely across the isthmus until she is placed in the ocean on the other side; there will therefore be no strain on the vessel or any injury done to her.

The railway as located across the isthmus, will be constructed on solid ground over its entire length, and will follow through the central portion of the isthmus. As it is not practicable to use curves like those employed on ordinary railroads, on account of the great length of the carriages, the changes of direction will be made by means of a floating turn-table, which is illustrated in the working model. Five of these turn-tables are necessary, and in addition to the work they are specially designed to perform they will also serve as sidings or passing points for vessels moving in opposite directions. They will also be used as dry docks, where vessels can be run out on radial tracks to be cleaned, painted or repaired.

The superstructure of the railway will consist of three ordinary gauge tracks, and the rails will weigh 100 pounds per lineal yard. The whole six rails will be connected together by one long steel tie, the grades are very easy and the locomotives which are designed for hauling the vessels will have no difficulty in moving the heaviest vessels over the grades. The maximum grade is one foot in 100, the weight of the engine is 100 tons on the driving wheels.

A complete and accurate survey of the isthmus including the hydrographic surveys for the harbor improvements and the detailed plans for the mechanical work, shows that the entire cost of the whole work will be less than \$50,000,000. This is less than one-quarter the cost of any other projected route or method, the cost of operating will not be more than that of a sea level lock canal. The route by way of Tehuantepec is particularly North American. The railway can be easily defended by the powers mostly interested in it. The length of the railway is 34 miles and the whole work can be done in four years time, and it will probably be in operation many years before any other route is opened.

The government of Mexico is very much interested in this project, and is assisting it in every way in its power. At the present time arrangements are being made by the government to give substantial aid to the work, and it is hoped that the United States will unite with Mexico in this great enterprise which will bring much substantial aid to the entire country.

It is a great mistake to set up our own standard of right and wrong and judge people accordingly; to measure the enjoyment of others by our own; to expect uniformity of opinion in this world; to look for judgement and experience in youth; to endeavor to mould all dispositions alike; not to yield to immaterial trifles; to look for perfection in our own actions; to worry ourselves and others with what cannot be remedied; not to alleviate all that needs alleviation as far as lies in our power; to make allowances for the infirmities of others; to consider everything impossible that we cannot perform; to believe only what our finite minds can grasp; to expect to be able to understand everything. The greatest of mistakes is to live only for time when any moment may launch us into eternity.—Ex.

When you visit or leave New York City, save Baggage Expressage and Carriage Hire and stop at the Grand Union Hotel, opposite the Grand Central Depot.

Elegant rooms fitted up at a cost of one million dollars, reduced to \$1.00 and upwards per day, European plan. Elevator. Natural gas supplied with the best. Horse cars, stages and elevated roads to all depots. Families can have butlers and valets at \$1.00 per day.

**Consumption Cured.**  
An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of consumption, bronchitis, catarrh, asthma and all throat and lung affections, also a positive and radical cure for nervous debility and all nervous complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge to all who desire it this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. Nox, 149 Power's Block, Rochester, N. Y.

**Forty-four Great Mistakes.**  
It is a great mistake to set up our own standard of right and wrong and judge people accordingly; to measure the enjoyment of others by our own; to expect uniformity of opinion in this world; to look for judgement and experience in youth; to endeavor to mould all dispositions alike; not to yield to immaterial trifles; to look for perfection in our own actions; to worry ourselves and others with what cannot be remedied; not to alleviate all that needs alleviation as far as lies in our power; to make allowances for the infirmities of others; to consider everything impossible that we cannot perform; to believe only what our finite minds can grasp; to expect to be able to understand everything. The greatest of mistakes is to live only for time when any moment may launch us into eternity.—Ex.

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